

GARAGE AND AUTOMOBILE NEWS

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MEASUREMENTS OF THE CADILLAC

Johannsen Standard Used Permits of Infinitely More Than "Hairbreadth" Accuracy.

The brain begins to grope blindly for comparisons when it is suggested that an inch be divided into but a hundred parts. For even the hundredth of an inch is infinitesimally small to the average mind. What, then, if an inch be calculated in one hundred times one hundred parts—in other words, what if an inch be split into ten thousand parts, each with a definite, positive value?

"Hairbreadth" describes the average conception of close measurements; yet if a human hair be split lengthwise into halves—or even thirds—one of the split sections will not measure more than the thousandth of an inch.

On measurements so fine as this the essentially accurate parts of the Cadillac "Thirty" are built; and the correctness and accuracy of these measurements are determined by a set of standards absolutely infallible, and with which it is possible to calculate in the terms of the ten thousandth part of an inch.

To the measurements established by these standards are set the snap and plug gauges which test the sizes of Cadillac parts in the hands of inspectors.

The Standards themselves are necessarily marvels of accuracy. They are made in Sweden by an engineer named Johannsen and are acknowledged to be finer and more infallibly accurate than any produced in this country.

To the uninitiated they appear only as bright little blocks of steel, of sizes increasing so gradually that two blocks, lying in adjoining spaces, appear to be of a size.

Placed together, the edge of one at right angles to the edge of another, and slowly twisted until the edges are parallel, the two blocks cling to each other as though magnetized. But there is no magnetism in them; they are held together by a vacuum as perfect as could be produced in an air-tight chamber, and it is impossible to separate them by a straight pull.

The surfaces of the individual steel blocks are so true, corner for corner and surface for surface, that atmospheric pressure holds them together. So small a thing as a fleck of dust caught between the blocks would destroy the effect, so when used they are carefully wiped free of dust.

Even heat and cold have no perceptible effect on the accuracy of the Johannsen standards, due to the process by which the metal is treated.

The Cadillac Company, manufacturing those parts of a motor car on which long life depends, because of the reduction of friction to the minimum, adopted the Johannsen standards on the policy that the greatest possible accuracy should govern the making of these parts, and because the Johannsen standards are conceded by engineers and scientists to be the most accurate made. Von Hamm-Young Co., Agents Honolulu

WHAT SCHUMAN SAYS.

"It's easy enough to be pleasant When your automobile's in trim; But the man worth while Is the man who can smile When he has to go home on the rim."

SCHUMAN SELLS CAR FOR STATES

It is not often that a Honolulu automobile man sells a car to be delivered away back east—right in the center of the great automobile manufacturing industry) but that is what Gus Schuman, of the Schuman Carriage Company, has done. And the car is a fine one, the purchase price of it being seven thousand big dollars—or enough to buy seven small machines.

The buyer of, or gentleman ordering, this fine car is Mr. G. W. Peavy. He purchased a small car of Mr. Schuman last December, at that time selecting one of the smaller Locomobiles. This car he sold back to Mr. Schuman before sailing from the Islands, and placed his order for a sixty horse power Locomobile Limousine, to cost \$7,000, and to be delivered to him at Minneapolis, Minn. He will use the car there until the Autumn and then bring it with him to the Islands.

During the week the Schuman Carriage Company has sold a fine Mitchell

roadster, 35 horse power, to A. A. Wilson, road contractor of the Hilo Railway Company. This machine will go forward by the steamer early next week.

A Mitchell touring car, also 35 horse power, was sold to Manager George Gibb, of Olowalu plantation. Another sale was of an E. M. F. "35" roadster to Dr. Wm. L. Moore, of Honolulu.

Mr. Schuman has received definite information that a lot of several Flanders cars will arrive here in the course of two weeks. These are the lowest priced, modern cars ever brought to the Islands and are bound to create a stir in local automobilism.

STATEMENT FROM STUDEBAKER BROS.

The recent troubles between the Studebaker and E. M. F. companies of automobile manufacturers are well known in the Islands. There was a good deal of feeling over this controversy, and the public, by virtue of friendship for either or both sides, became, more or less, involved in it.

Honolulu people have dealt with the Studebakers, represented here by the Schuman Carriage Company, for years; and they will be gratified to learn that their element in the controversy will carry their points. In a lengthy letter to Mr. Schuman details are given of the situation as it is at present, included in which is the following statement:

The results of the controversy was that Studebaker Bros. Mfg. Co. at South Bend, through Mr. Clement Studebaker, about three weeks ago closed arrangements with Mr. Flanders, the President of the E-M-F Company whereby the 64 per cent of the stock of the E-M-F Company held by the Detroit Stockholders, was purchased by Morgan & Co. of New York for the Studebaker Company (the Studebaker Company previously owning 36 per cent of the stock) this giving the Studebaker Company, through Morgan & Co. control of all the stock of the E-M-F Co.

The price paid by Morgan & Co. for the 64 per cent of the stock was \$2,800,000.00, or on a basis of approximately \$6,000,000.00 for the E. M. F. plant. It might appear that this is a large price, but after a careful examination of the E-M-F Co. assets and liabilities, it develops that the price paid was only the value of the physical assets of the E-M-F Co.

CARTER CARS IN GROWING DEMAND

Manager George Wells, of the Hawaiian Garage, is meeting with great success with his famous Cartercars. These friction-driven machines were slow to catch on, as they were not well understood at first; but as people have become acquainted with their many excellent features, the car has literally sprung into popularity.

During the week Dr. O'Day purchased a Cartercar. He had one before and was so much pleased with it that he now acquires another of the same kind.

The Philip brothers harness makers, were also purchasers of a Cartercar during the week, they taking a fine double rumble-seater.

Another sale of a fine Cartercar is under way and will probably be closed during today.

Manager Wells also reports a very busy week with his rent machines, particularly in round-the-island trips. The repair shop has also had about all the work it can handle.

A shipment of the celebrated Alcoa cars will arrive here about the middle of June for the Royal Hawaiian Garage.

AUTOMOBILE EXPORTS.

WASHINGTON, April 9.—Next to France, the United States is the largest exporter of automobiles in the world, the value of exports in that line from that country in the calendar year 1909 having been \$8,667,397, according to the Bureau of Statistics. France exported in 1908, the latest year for which figures were available, automobiles to the value of more than \$24,000,000. Importations rank in the following order: United Kingdom, Italy and Germany.

VON HAMM-YOUNG GARAGE GOSSIP

The Overland cars, which have had such large sales on the mainland have become a favorite machine in Honolulu. One of these was sold during the week to C. M. Roberts, division luna of the Walluku Sugar Company at Walluku, Maui; and another Maui man has purchased a fine Overland runabout. Both of these cars will be shipped out in the Mauna Kea next Tuesday.

A fine Réo touring car has been sold by the Von Hamm-Young Company to W. A. Chong, of the H. C. & S. Company's store at Kahului, Maui.

Another sale of interest during the week was a powerful Model 16 Buick roadster to E. E. Conant, manager of several coffee companies in Kona, to be shipped to Napoopoo. Another of identically the same model and size will be shipped to the Volcano Stables Company, in Hilo.

Still another sale of interest was a White steamer, to Robert Scott, of the Honolulu Iron Works. Delivery of this car has already been taken. The interest in White steamers, by the way, seems to be increasing, and Mr. Von Hamm states that several more sales will be closed up within the next few days.

The famous Packard, undoubtedly one of the best all-round cars ever brought to the Islands, is holding the lead in sales here as well as on the mainland. No less than three of these high class cars are now on the road from the factories and will be delivered to the purchasers upon arrival here.

Among the latest arrivals for the Von Hamm-Young Company is a beautiful Stoddard-Dayton, double-seated roadster, 40 horse power. This is one of the smoothest running and most silent cars ever seen here. The Stoddard-Dayton cars have an immense sale on the mainland.

A car-load of Buicks (already sold) arrived during the week and are now being delivered.

BUILDING A NEW MODEL OF BUICK

A Coast exchange says:

Louis Chevrolet famous throughout the motoring world as a race driver, is visiting the Philadelphia branch of the Buick Motor Company. He is superintending the making of certain parts of a new Buick model, with which he expects to make phenomenal speed in the stock car events of the coming competitive season. Beyond stating that the new car would have a four-cylinder motor, with six-inch bore and five and one-half stroke, which would give the machine a rating of sixty-horse-power, Chevrolet was non-committal on the details of the new-comer, which report has it is expected to develop 100-horse-power.

"Bob Burman and I will bear the brunt of the race driving for the Buick Company this year," he said. "and I will have a string of cars in readiness for the Atlanta, Ga., meet early in May. I am superintending the building of the stock cars which we will handle, and that they will be truly stock cars in every detail, with the exception of the racing wheel, will be proved by the fact that they will be on sale at catalogued prices at all times."

MAXWELL CAR FOR HIS POLAR WORK

"Build me a substantial car, not weighing over 1,100 pounds, long wheel-base, small wheels, solid notched, rubber tires, necessary hooks and pockets for attaching and hauling equipment, and I will guarantee that Captain Scott and I will improve my

OVERLAND OUTPUT.

The Indianapolis plant is becoming a very important factor in the output of Overland cars. This factory is shipping on the average of forty cars each day, and, while pushed to the limit to fill orders, their newly erected buildings, equipped with new and the most up-to-date machinery, enables them to meet the demand.—Chronicle.

record of twelve miles per hour on smooth ice and eight miles on hard snow," said Sir Ernest Shackleton, the South Pole hero, to Benjamin Briscoe, president of the Maxwell Briscoe and some slight changes, would do the trick. The car must be a hill climber to surmount a mountain range 10,000 feet above sea level before we enter

coe Motor Car Company. "I believe that a car built on the lines of the Maxwell runabout, with special body upon the great Antarctic plateau that leads to the South Pole. While severe grades are few, yet a steady grade must be negotiated, and can only be done by a light car, with sufficient power, rigidly and substantially built."

The Overland

The Only Real Car for \$1,000

This year's orders for Overlands—a car but two years old—exceed \$24,000,000. Four factories with 4000 men are taxed to the utmost to meet the demand. Come and see the cars which have so quickly become the sensations of motordom.

The 25 horsepower Overland this year sells for \$1,000. It has a 102-inch wheel base—a possible speed of 50 miles an hour.

It is not under-sized, not under-powered, like most of the low-priced cars. It is the first real automobile ever sold at this price. Yet the price includes magneto and full lamp equipment.

It was this car—the \$1,000 Overland—which made a perfect score in a 10,000 mile non-stop run.

40 h.p. --- \$1,250

A 40 horsepower Overland with a 112-inch wheel base, sells for \$1,250. And the best of the Overlands—embodying

all that any man can want—sells for \$1,500.

The reason lies in enormous production. One Overland factory, with every machine adapted to a single model, turns out 80 cars per day. No other maker attempts to give what the Overland gives for the money

The Simple Car

The success of the Overland is largely due to simplicity. The intricacies which trouble the novice have been eliminated. The car is almost trouble-proof. A 10-year-old child can master the car in five minutes.

Let us show you why Overlands outsell all the rest. The car that has captured the country is the car to capture you.



Overland Model 38—price, \$1,000. 25 h. p.—102-inch wheel base. With rumble seat, \$1,050—double rumble seat, \$1,075—complete Toy Tonneau, \$1,100.

von Hamm-Young Co., Ltd. --- Honolulu

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